

For Large Trucks and Buses: A New Direction to Help Save Lives

A CHANGE THAT IS NECESSARY

Since the 1970s, Federal and State enforcement agencies, in partnership with many other stakeholders, have progressively reduced the commercial vehicle related fatality crash rate. In an effort to maximize these efforts FMCSA has taken a fresh look at how the agency evaluates the safety performance of motor carriers and drivers: CSA 2010 is the result.

CSA 2010 covers the full spectrum of safety issues—from how data are collected, evaluated and shared to how enforcement officials can intervene most effectively and efficiently to improve safety on our roads. CSA 2010's data analysis expands on the previous SafeStat system, covering more behavioral areas specifically linked to crash risk.



A CHANGE BUILT ON REALITY

For a more accurate measurement of the safety performance of carriers and drivers, CSA 2010 captures all on-road safety performance data (all safety-based roadside violations and crash data) and classifies it into seven specific categories of carrier/driver behavior, called **Behavior Analysis & Safety Improvement Categories (BASICS)**:

Unsafe Driving	Vehicle Maintenance
Fatigued Driving	Improper Loading/Cargo Securement
Driver Fitness	Crash Indicator
Controlled Substances/ Alcohol	

A CHANGE TO HELP US ALL MAKE A DIFFERENCE

CSA 2010's new intervention process is designed to reach more carriers and drivers sooner, so that problems can be identified and corrected before a crash occurs. The new interventions promote safety through several proactive tools designed specifically to compel safety compliance. These tools are:

Early Contacts:

- Warning Letter
- Carrier Access to Safety Data & Measurement
- Targeted Roadside Inspections

Investigations:

- Offsite Investigation
- Onsite Investigation – Focused
- Onsite Investigation – Comprehensive

Follow-on Corrective Actions:

- Cooperative Safety Plan
- Notice of Violation
- Notice of Claim
- Operations Out-of-Service Order

CSA 2010 includes making carriers' BASIC results available to roadside inspectors for use in inspection selection and to enable them to conduct a more effective and focused inspection.

CSA 2010 also expands FMCSA's current carrier-based safety programs to address individual problem drivers who elude such safety programs by moving from one employer to another. During the Operational Model Test, FMCSA is identifying and addressing unsafe drivers during interventions with motor carriers. For now, the focus is on driver enforcement for serious rule violations such as driving while disqualified or committing numerous hours-of-service violations. Enforcement action may be taken directly against the driver for these violations. Looking ahead, FMCSA plans to identify and intervene with unsafe drivers beyond those addressed within motor carrier interventions.

A revised more comprehensive Safety Fitness Determination (SFD) process is also a feature of CSA 2010. As proposed, carrier safety fitness would be updated monthly based on roadside safety data along with the results of CSA 2010 investigations.

Together, these actions mean that everyone can be assured that their vigilance and hard work will bring the results we all want—safer highways for carriers, their drivers and the entire motoring public.

A CHANGE THAT WILL BE NOTICED

CSA 2010 is a proactive, data driven, performance-based national traffic safety initiative that will transform the way carriers, drivers and compliance and enforcement personnel approach their jobs. It is critical that all stakeholders understand its impacts. To accomplish this, a dynamic educationally based outreach effort is underway. We hope you'll be part of it so we can spread the word about CSA 2010. The more enthusiasm we can build, the more effective it will be.

A BETTER WAY TO MEASURE MOTOR CARRIER SAFETY AND TO HELP ALL CARRIERS AND DRIVERS IMPROVE THEIR SAFETY PERFORMANCE

MISSION

Comprehensive Safety Analysis 2010 (CSA 2010) is the Federal Motor Carrier Safety Administration's (FMCSA) innovative new method of reducing bus and truck crashes on our roads. CSA 2010 enables FMCSA and its state partners to more effectively target the safety problems of motor carriers and their drivers. CSA 2010 also offers a new methodology that enhances the measurement of a motor carrier's safety performance and adds innovative new tools designed to correct deficiencies.

MEASUREMENT

CSA 2010 will offer a more comprehensive measurement system by including all safety-based violations found during roadside inspections. In addition, when used to assess performance, these violations will be weighted by their relationship to crash risk. The new system will also assess the safety performance of both carriers and drivers. As a result, it will provide a more thorough assessment of safety performance.

METHODS OF INTERVENTION

The goal of CSA 2010 is to reduce crashes, so it broadens interventions and reaches more carriers. The program is designed to alert carriers earlier to safety problems so they may correct them before crashes occur. Based on the risk posed by the carrier, the interventions may increase in severity and degree of interaction. This approach allows FMCSA and our state partners to reach more carriers sooner, using less resource-intensive means while maintaining a strong enforcement presence.

IN TEST TODAY

In February 2008, a 30-month field test began involving 68,000 randomly chosen motor carriers in four states: Colorado, Georgia, Missouri and New Jersey. Half of the carriers remain under the current system with the other half in the CSA 2010 test group under the new system. These test results will be used to determine the effectiveness of CSA 2010 methodologies and to guide fine-tuning if necessary.

Beginning with Minnesota and Montana in May 2009, a few new states are joining the test prior to full implementation. All carriers in the new states are evaluated using the CSA 2010 safety measurement system and are addressed using the new interventions process. The additional states allow us to further analyze and hone the program to optimize its benefits for national implementation. The CSA 2010 Operational Model Test completion date is June 2010, and the program is expected to be implemented in 2010.

ON AMERICA'S HIGHWAYS SOON

Between now and full implementation, a concerted effort will be made to inform carriers and drivers of the coming change, and to encourage all stakeholders to become more involved in their own safety management practices by understanding how CSA 2010 will impact them.

Full implementation of CSA 2010 is expected between July and December of 2010.

For more details about CSA 2010, please visit our Web site:

www.fmcsa.dot.gov/csa2010

